THE NEW SIX PER CENT

STATE LOAN,

Free from all State, County, and Municipal Taxation,

Will be urnished in sums to suit, on application to either of the undersigned:-

JAY COOKE & CO., DREXEL & CO.,

66 imit) E. W. CLARKE & CO. THE UNDERSIGNED HAVE

PURCHARED THE NEW SIX PER CENT.

REGISTERED LOAN LEHIGH COAL AND NAVIGA-

TION COMPANY, DUE IN 1897. INTEREST PAYABLE QUARTERLY,

FREE OF UNITED STATES AND STATE TAXES. AND OFFER IT FOR SALE AT THE LOW PRICE OF

NINETY-TWO.

AND ACCRUED INTEREST FROM MAY 1. This LOAN is secured by a first mortgage on the Company's Railroad, constructed and to be constructed, extending from the southern boundary of the borough of Mauch Chunk to the Delaware River at Easton, including their bridge across the said river now in process of construction, together with all the Company's rights, libertless, and franchises appertainng to the said Railroad and Bridge, Copies of the mortgage may be had on application

at the office of the Company, or to either of the under-

DREXEL & CO. E. W. CLARK & CO. JAY COOKE & CO.

W. H. NEWBOLD, SON & AERTSEN.

BANKING HOUSE

JAY COOKE & Co.,

112 AND 114 S. THIRD ST., PHILADA.

Dealers in all Government Securities,

OLD 5.20s WANTED

IN EXCHANGE FOR NEW.

A LIBERAL DIFFERENCE ALLOWED. Compound Interest Notes Wanted.

INTEREST ALLOWED ON DEPOSITS. Collections made. Stocks bought and sold on

Special business accommodations reserved for ladies. [3 24 3m

IULY COUPONS

WANTED.

JAY COOKE & CO.,

No. 114 South THIRD St.

PHILADELPHIA.

S. SECURITIES A SPECIALTY.

SMITH, RANDOLPH & CO., BANKERS AND BROKERS,

NO. 16 S THIRD ST., NO. 3 NASSAU ST., PHILADELPHIA. NEW YORK

ORDERS FOR STOCKS AND GOLD EXE. CUTED IN PHILADELPHIA AND NEW

7 3'105 -SEVEN - THIRTY NOTES

CONVERTED WITHOUT CHARGE INTO THE NEW

5 . 2 O s.

BONDS DELIVERED AT ONCE,

COMPOUND INTEREST NOTES wanted at highest WM. PAINTER & CO., RO. 25 SQUIR TRIBD ST.

FINANCIAL

AUCUOT SEVEN-THIRTY NOIES,

CONVERTED WITHOUT CHARGE;

INTO THE NEW FIVE-TWENTY GOLD INTEREST

BONDS. Large Bonds delivered at once. Small Bonds f r-

sished as soon as received from Washington.

JAY COOKE & CO.; No. 114 S. THIRD STREET,

ALL SERIES, CONVERTED INTO

Five-Twenties of 1865,

JANUARY AND JULY

WITHOUT CHARGE BONDS DELIVERED IMMEDIATELY.

DE HAVEN & BROTHER

NO. 40 S, THIRD STREET,

SEVENTH NATIONAL BANK OF PHILADELPHIA, NORTHWEST CORNER OF FOURTH AND MARKET STREETS,

GEORGE W. HILL, PRESIDENT, E. B. HALL, CASHIER, OFFERS EVERY ADVANTAGE TO DEPOSITORS

Bankers', Merchants', and Manufacturers' Accounts

LUMBER.

1867. SELECT WHITE PINE BOARD.

AND PLANK.

44, 54, 64, 2, 25, 8, and 4 inch

CHOICE PANEL AND IST COMMON, 16 cet long.

44, 54, 64, 2, 25, 8, and 4-inch

WHITE PINE, PANEL PATTERN PLANK.

LARGE AND SUPERIOR STOCK ON HAND

LARGE AND SUPERIOR STOCK ON HAND, M. 1867. BUILDING! BUILDING LUMBER! LUMBER 44CAROLINA FLOORING. 54CAROLINA FLOORING. 64DELAWARE FLOORING. 64DELAWARE FLOORING. 64DELAWARE FLOORING. 64DELAWARE FLOORING. 64DELAWARE FLOORING. 65DELAWARE FLOOR

1867. CEDAR AND CYPRES SHINGLES.
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
COOPER SHINGLES.
FINE ASSORTMENT FOR SALE LOW.
No. 1 CEDAR LOGS AND POSTS.

1867.—LUMBER FOR UNDERTAKERS
RED CEDAR, WALNUT, AND PINE. 1867. ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS.

1867. -CIGAR-BOX MANUFACTURERS, SPANISH CEDAR BOX BOARDS.

1867.—SPEUCE JOIST! SPRUCE JOIS

FROM 14 TO 22 FRET LONG.

SUPERIOR NORWAY SCANTLING.

MAULE, BROTHER & CO.,

101 pp

No. 2500 SOUTH STREET.

C. PERKINS, LUMBER MERCHANT. NO. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortm of Building Lumber.

PROPOSALS. U NITED STATES ENGINEER OFFICE, NO. 200 S. SIXTH Street.

PHILADELPHIA, May 29, 1867.

REPAIRS OF PIERS AT CHESTER, PA.

Sealed Proposals, in duplicate, with a copy of
this advertisement attached to each, will be received at this office until 12 o'clock M., TUESDAY, June 25, 1867, for materials and labor for
repairs of Government Plers at Chester, Penn repairs of Government Piers at Chester, Penn-Separate proposals must be made for timber, for iron, and for labor.

Cap logs, bridge timbers, mooring posts, and upper houses of plers of white pine; tie timber of hemlock, fenders, etc., of white oak. Proposals will state the rate per running foot of timber, per foot of face, and per foot board measure, as the case may require; the rate per pound of bolts, etc.
All the materials to be of the best quality, de liverable at such points, at or near Chester, and to such persons as may be designated, and to be subject to inspection and approval before

acceptance.

The proposals for labor to state the rate per foot of face and per foot board measure, etc., as measured in place; and these rates to cover all labor necessary for putting the works in good repair, such as removing old work, receiving, caring for, framing, putting together, and replacing materials to be used or moved.

All work to be subject to inspection and approval before payment is made, and a deduction of twenty per centum to be made on any acceptance.

proval before payment is made, and a deduction of twenty per centum to be made on any payment for labor or material, in case of part payment before the completion of all the work. Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security by the United States District Judge, Attorney, Collector, or other public officer.

Envelopes to be endorsed, "Proposals for Repairs of Government Piers at Chester."

Bids will be opened on TUESDAY, June 25, 1867, at 12 o'clock M. Bidders are invited to be present.

For further particulars inquire at this office C. SEAFORTH STEWART,

Lieut.-Colonel of Engineers. OVERNMENT PROPERTY AT PRIVATE SALE

AWNINGS, WAGON COVERS, BAGS, ETC. If you want an extra Awaing very cheap, les our awaing makers take the measure, and make it from a lot of 1550 hospital tents, lately purchased by us, many of which are entirely new, and of the best is ounce duck. Also, Government Saddles and Harness of all kinds, etc.

PITKIN & CO.,
6 8 3m Nos. 337 and 839 North FRONT Street.

GEO. A. COOKE'S 1314 WASHINGTON AV.

brated PRESTON, and the pure hard GREEN WOOD COAL, Egg and Siove, sent to all parts of the ity at \$6.50 per ton; superior LEHIGH at \$6.75.

Each of the above articles are warranted to give per tot satisfaction in every respect. Orders received a No. 114 B. THIRD Street; Emportum, No. 1314 WASE INGTON Avenue. THE GENUINE EAGLE VEIN, THE CELL

PROPOSALS.

DROPOSALS.

NAVY DEPARTMENT,
BUREAUOF YARDS AND LOGICS, JUNE 3, 1867.
Sealed Proposals for each class, separarately
endorsed, "Proposals for class No. (name the
class) for the Navy Yard at (name the yard),"
will be received at this office until the 1st July
next, at 8 o'clock P. M., and the opening of the
bids will be commenced at 10 o'clock A. M., on
the following day, for furnishing and delivering, at the several Navy Yards named, the materials and articles embraced in printed
schedules, which, with the form of offer and
guarantee, will be furnished on application,
and sent by mail, if so requested, to persons
desiring to offer to contract for any or all of the
classes named therein, by the commandants of
the several Navy Yards, for the classes for the
yards under their command or by the Paymaster nearest thereto, or by the Bureau, for any or
all of the yards.

To prevent confusion and mistakes in scaling

ail of the yards.

To prevent cenfusion and mistakes in sealing the offers, no bid will be received which contains classes for more than one yard in one envelope; nor any bid which is not perfect and complete in itself, according to the forms of offer and guarantee, and each individual of a firm must sign the bid and contract.

Bidders are referred to the armined instrucfirm must sign the bid and contract.

Bidders are referred to the printed instructions, which will be furnished with the schedules, and they are hereby cautioned and particularly notified that their offers should be made on the printed form prescribed by the Bureau, and be mailed in time to reach their destination before the time expires for receiving them; no bid will be considered which shall be received after the period stated, and no

ing them; no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of the matt. All offers must be accompanied by the bidder's license, or a certified copy thereof, and the bidder must state distinctly at what Paymaster's office be desires the oills to be paid.

To guard against offers being opened before the time appointed, bidders are requested to indorse on their envelopes, above the address, and draw a line under the indorsement thus:

"Proposals for Class No. (name the class) for the Navy Yard at (name the yard)."

"To the Chief of the Bureau of Yards and Docks, Washington, D. C."

The certificate to the guarantors' responsibility must be certified to by the Assessor of Internal Revenue for the district in which they reside.

ternal Revenue for the district in which they reside.

The schedule will state the times within which articles will be required to be delivered. If any articles are named in the schedules which are not known to be in common or general use, the bidders will ascertain promptly whether such articles can be procured or not, and if they cannot be obtained, the fact must be reported to the Bureau at once, before bids shall be received.

shall be received.

The suretles most sign the contract, and their responsibility be certified to by the Assessor of Internal Revenue for the district in which they All offers not made in strict conformity with the instructions accompanying the schedules will, at the option of the Bureau, be rejected. The classes of this Bureau are numbered as

The classes of this Bureau are numbered as follows:—
Class No. 1, Bricks; No. 2, Stone; No. 4, Yellow Pine Lumber; No. 5, Oak and Hardwood; No. 6, White Pine, Spruce, Juniper, and Cypress; No. 7, Lime, Hair, and Plaster; No. 8, Cement; No. 9, Gravel and Sand; No. 9, Moulding and Fires and Fireclay; No. 10, Slate; No. 11, Iron, Iron Srikes, and Nails; No. 12, Steel; No. 13, Pig Iron; No. 14, Files; No. 15, Paints, Oils, and Glass; No. 16, Ship Chandlery; No. 17, Hardware; No. 18, Stationery; No. 20, Hay and Straw; No. 21, Provender; No. 22, Charcoal; No. 23, Belting, Packing, and Hose; No. 24, Sperm and Lubricating Olls; No. 25, Iron Work, Piping, etc.; No. 26, Augers; No. 27, Anthracite Coal; No. 29, Bituminous Cumberland Coal; No. 30, Semi-Bituminous Broad Top Coal (and Pictou at Boston yard; No. 31, Copper and Composition Nails; No. 32, Machinery and Tools.

NAVAL ASYLUM.
Class No. 1. Clothing; No. 2 Hats, Boots, Shoes, etc.; No. 3. Provisions; No. 4. Groceries; No. 5, Dry Goods; No. 6. Bread, etc.; No. 7. Tobacco; No. 8. Coal; No. 9, Paints, Oils, Glass, etc.; No. 11. Lumber; No. 12. Fitewood; No. 13. Provender; No. 14 Miscellaneous; No. 15. Hardware; No. 16, Stationery; No. 15. Filling Icehouses.

The following are the classes, by their num-

The following are the classes, by their numbers, required at the respective Navy Yards and Naval Asylum:

BOSTON.
Nos 1, 2, 4, 5, 6, 7, 8, 9, 9½, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 26, 27, 29, 32.

NEW YORK.
Nos. 1, 5, 11, 12, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 27, 80, 31, 32.

PHILADELPHIA.

27, 80, 31, 32.

PHILADELPHIA.

Nos. 5, 6, 11, 14, 15, 16, 17, 18, 20, 21, 23, 24, 30, 32.

NAVAL ASYLUM.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 18, 14, 15, 16, 17,

WASHINGTON, D. C.

Nos. 2, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 25, 27, 29.

PENSACOLA

PENSACOLA. Nos. 6, 7, 8, 11, 12, 14, 15, 16, 17, 18, 20, 21, 23, 24. DROPOSALS FOR FUEL-

QUARTERMASTER'S OFFICE,
UNITED STATES MARINE CORPS,
WASHINGTON, May 28, 1887.
Sealed Proposals will be received at this office
until TUESDAY, the 9th day of July, 1897, at 2
o'clock P. M., for supplying WOOD and COAL
to the United States Marines at the following to the United States Marines at the following places during the fiscal year ending 30th of June, 1868; the Wood to be good merchantable oak, and to be delivered, piled, measured, and inspected at such points within the walls of the Marine Barracks as may be designated by the commanding marine officer, free of expense to the United States. The Coal to be best white ash anthracite egg coal, free from dust, and to weigh 2240 pounds to the ton, to be weighed, inspected, and delivered at such points within the walls of the Marine Barracks as may be designated by the commanding marine officer, free of expense to the United States; and both Wood and Coal to be furnished upon the Wood and Coal to be furnished upon the monthly or quarterly requisition of the commanding officer, showing the quantities required, agreeably to regulations, viz.:

At Washington City, D. C., 300 tons Coal, 800 cords of Wood. At Portsmouth, N. H., 125 tons of Coal, 220 cords of Wood, At Charlestown, Mass., 170 tons of Coal, 150 At Brooklyn, N. Y., 350 tons of Coal, 60 cords of Wood. At Philadelphia, Pa., 125 tons of Coal, 80 cords of Wood.

At Gosport, Va., 160 tons of Coal, 90 cords of At Pensacola, Fla., 125 cords of Wood.
At Mound City, Ill., 100 tons of Coal, 20 cords of Wood. of Wood.

Fayments will be made upon the receipt of accounts duly authenticated by the commanding officers of the posts at which the Wood or Coal has been delivered.

The right is reserved to reject all bids considered unreasonable.

A guarantee to be signed by two responsible persons, whose responsibility must be certified to by the United States District Judge, United States District Attorney, or United States Cois

to by the United States District Judge, United States District Attorney, or United States Collector, must accompany each proposal, otherwise it will not be considered.

To be endorsed "Proposals for Fuel," and addressed to the undersigned.

WILLIAM B. SLACK,

5 30 th4t Major and Quartermaster.

HARDWARE, CUTLERY, ETC. STANDBRIDGE, BARR & CO. IMPORTERS OF AND DEALERS IN

FOREIGN AND AMERICAN HARDWARE

NO. 1321 MARKET STREET. Offer for sale a large stock of

Hardware and Cutlery, TOGETHER WITH

1000 KEGS NAILS AT REDUCED PRICES. [87 thatq CUTLERY.

A fine assortment of POCKET and
TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SCISSORS
PAPER AND TAILORS' SHEARS, ETC., at
L. V. HELMOLD'S
Cheap Store, No. 185 South TENTH Street.
Three doors above Walnut,

DRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cleaned an disinfected at very low prices. GOLDSMITH ALL, LIBRARY Street

RAILROAD LINES.

PEADING RAILROAD
PROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SOHUYLKILL SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS,
JUMMER ARRANGEMENT OF PASSENGER
TRAINS, MAY 6, 1967,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:—

and Callow Hill Streets, Philadelphis, at the foliowing hours:

MORNING ACCOMMODATION,

At 730 A. M., for Reading and intermediate Stationa.

Returning, leaves Reading at 6 50 P. M., arriving in Philadelphia at 9 10 P. M.

MORNING EXPRESS,

At 816 A. M. for Reading at 6 50 P. M., arriving in Philadelphia at 9 10 P. M.

At 816 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesrove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester, Nisgars Fails, Buffaio, Allentown, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagorstown, etc., cto.

This train connects at READING with East Pennsylvania Hailroad trains for Allentown, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Eimira, etc.; at HARRISE BURG with Northern Central Camberland Valley and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

nud Schuylkill and Susquehanna Tains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at \$350 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Ratirosad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at \$30 A. M., stopping at Intermediate Stations; arrives in Philadelphia at \$40 A. M., Returning, leaves Philadelphia at \$50 P. M.; arrives in Pottstown at \$35 P. M.

READING ACCOMMODATION

Leaves Reading at 738 A. M., stopping at all way stations, arriving at Philadelphia at 505 P. M.; arrives in Resating at 745 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at \$35 A. M., arriving in Philadelphia at 505 P. M.; arrives in Resating at 745 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at \$35 A. M., arriving in Philadelphia at 505 P. M., arriving in Philadelphia at 505 P. M., Pottsville at 245 P. M., arriving in Philadelphia at 505 P. M., arriving in Philadelphia at 505 P. M.

HARRISHURG ACCOMMODATION

Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at \$1245 noon for Pottsville and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 550 A. M., and Philadelphia at 214 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY RAILEOAD.

Passengers for Downingtown and intermediate

Philadelphia at Sig. P. M. Leeve Philadelphia for Reading at 802 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downlingtown and intermediate points take the 7:30 A. M., and 5:00 P. M., trains from Philadelphia, returning from Downing town at 5:10 A. M. and 1:00 P. M.

MEW YORK EXPRESS FOR PITTSBURG ANI

THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:00 and 1:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:2 and 10:30 A. M., and 4:40 and 5:20 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:10 P. M., Mail train for New York leaves Harrisburg at 2:10 P. M., Mail train for New York leaves Harrisburg at 2:10 P. M., Mail train for New York leaves Harrisburg at 2:10 P. M., Mail train for Tarrisburg leaves New York at 12 M.

Schuylkill value Tarrisburg at 7:35 A. M. and 1:40 and 4:15 P. M.

Schuylkill AND SUSQUEHANNA RAILROAD.

Trains leave Abburn at 7:50 A. M. for Pinarroya and

and 4'15 P. M.

St. HUYLKILL AND SUSQUEHANNA RAILROAD
Trains leave Auburn at 7'50 A. M. for Pinegrove and
Harrisburg, and 1'50 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 3'20 P. M., and from Tremont at 7'25 A. M. and 5'25 P. M.

TROKETS.

Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Connels.

Canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates. stations, by Resoning and Potistown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:

COMMUTATION TICKETS

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52.50 each for families and firms.

SEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

points from the Company's Freight Depot, BROAD and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5-50 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon-Bilarrisburg, Pottsville, Port Clinton, and all points forward.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

4 52

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFRCT JUNE 2, 1867.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one uare of it. equare of it.

On Sundays—The Market Street cars leave Front
and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chesnut street, or No. 1 South Eleventh street, will departure of each train. TRAINS LEAVE DEPOT, VIZ :-

aoli Accommodation, No. 1... Paoli Accommodation, No. 8... 9 80 P. M.

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoons, Pa.

FREIGHT LINES FOR NEW YORK AND RELIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads, INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 1 o'clock P. M. daily (Sundays excepted), Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Trengos Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware and Flemington, the New Jersey, the Freehold and Jamesbarg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Relyidere and Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railread connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is invalshed in quantities of five carloads or more, it will be delivered at therog of five carloads or more, it will be delivered at therog of five carloads or more, it will be delivered at therog of Fortisth Street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information apply to WALTER FREEMAN, Freight Agent.

114 No. 226 S. DELAWARE Avenue, Philada.

RAILROAD LINES.

At 5 A. M., 2 and 6 P. M., for Mount Holly, Ewans, and the P. M. for Mount Holly only, At 5 A. M. and 2 P. M. for Freehold.
At 5 A. M. and 2 P. M. for Freehold.
At 5, 8 and 10 A. M., 2 and 4 P. M., for Trenton.
At 5, 8 and 10 A. M., 1, 2, 4, 5, 8, and 1120 P. M., for Bordentown, Burlington, Beverly, and Delanco.
At 5 and 10 A. M. 1, 2, 4, 5, 6, and 1120 P. M., for Florence. Florence.
At 5 and 10 A. M., 1, 4, 5, 5, and 11 30 P. M., for Edge-water, Riverside, Hiverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 6, and 11 30 P. M., for Pish House.
The 1 and 11th P. M. Lines leave from Market Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT

Will leave as follows:

At 11 A. M., 430 P. M., and 12 P. M., (night), via Kenington and Jersey City, New York Express Lines. sington and Jersey City, New York Express Lines. Fars. \$5.
At 8, 10 15 and 11 A. M., 2 30, 3 30, 4 30, 5, and 12 P. M., for Trenton and Bristol.
At 8 and 10 15 A. M., 2 30, 5, and 12 P. M., for Morrisille and Tellytown.
At 8 and 10 15 A. M., 2 30, 4 30, 5. and 12 P. M., for

At 8 and 10 15 A. M., 2 30, 4 31, 5. But 12 7. M., 5. Schencks.
At 10 16 A. M., 2 30 and 5 P. M., for Eddington.
At 7 30 and 10 15 A. M., 2 30, 5, 5, 6, and 12 P. M., for Corpwell's, Torresdale, Holmesburg, Tacony, Wiest noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate atations.

BELVIDERE DELAWARE RALLROAD,
For the Delaware River Velley, Northern Pennsylvania, and New York State, and the Great Lakes, daily (Sandays excepted), from Kensington Depot as follows:— At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Blughamton Oswego, Syracuse, Great Bend, Mon-trose, Wikesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.
At 8 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The 3:30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.
Lines from West Philadelphia Depot, via Connecting Hailway, will leave as follows:—
At 130 and 630 P. M. Washington and New York Express Lines, via Jersey City, Fare, 63 25.
The 6 30 P. M. Line will run daily, All others, Sundays excepted.

WM. H. GATZMER, Agent.
June 3d, 1807.

PHILADELPHIA, WILMINGTON AND BAL-

TIMORE RAILEGAD.

Commencing MONDAY, June 3, 1867, Trains will leave Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 11:30 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3:40 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Run. Connects at Wilmington with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Smyrna, Dover, Camden, Felton, Harrington, Milford Seaford, with Boas for Norfolk, Portamouth, and the South, Night Express at 11:30 P. M. (daily) for Baltimore and Weshington.

Passengers by Boat from Baltimore for Fortress Monrce and Norfolk will take the 11:50 A. M. Train.

Weshington.
Passengers by Boat from Baitimore for Fortress
Monroe and No-folk will take the 11-50 A. M. Train.
WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 12°30, 4°30, 8°00, and 11°30 (daily) P. M. The 4°30 P. M. Train connects with Delaware Railroad for Dover and intermediate sta-

Delaware Railroad for Dover and intermediate stations.

Leave Wilmington 7:00 and 8 A. M., 2:00 and 6:30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M., Express, 2:15 P. M., Express, 6:35 P. M., Express 8:15 P. M., Express, 6:35 P. M., Express BUNDAY TRAIN FROM BALTIMORE.

Leaves Baitimore at 5:55 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 528 CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this office can have their baggage checked) at their residence by the Union Transfer Company.

4:88

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENTS.
On and after SATURDAY, June 1, 1867. Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets
as follows:—
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 250 P. M., 418 P. M., 450 P. M., 625, and 10:30
P. M. 1
Leave West Chester, for Philadelphia

Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 2:30 P. M., 4:16 P. M., 4:50 P. M., 6:25. and 10:30 P. M. 1

Leave West Chester for Philadelphia, from Depot on East Market street, at 6:15 A. M., 7:15 A. M., 7:30 and 10:45 A. M., 1:35 P. M., 4:50 and 6:50 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:15 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

The Chesnut and Wainut Streat cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden'and An boy RR. office, at Wainut street wharf, passing out Wainut street to the dipoi.

ON SUNDAYS.

Leave Philadelphia at 8:00 A. M. and 2 P. M.

Leave West Chester at 7:45 A. M. and 2 P. M.

Leave West Chester at 7:45 A. M. and 5 P. M.

City Passenger cars, on Market street, will connect with all Sunday trains, both ways, as usual, leaving Front and Market street thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:15 A. M. and 4:30 P. M., and leaving West Chester at 7:20 A. M. and 4:30 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as bagginge, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,

General Superintendent,

General Superintendent,

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 35, 32, 4, 5, 61, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 5, 4, 45, 5, 65, 7, 8, 8, 10, 11 P. M.
The 820 Down Train and 25, and 554 Up Trains will not atop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 93, A. M. 2, 7, 108 P. M.
CHESNUT HILL RAILROAD,
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 32, 52, 7, 9 and 11 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 346, 540, 640, 840, and 1040 P. M.
Leave Philadelphia 93, A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 540, and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 75, 9, and 1105 A. M. 15, 3, 445, 58, 65, 805, and 114 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75, 9, and 11 '05 A. M. 15, 3, 45, 55, 65, 8 '05, and 11 P. M.
Leave Norristown 5 49, 7, 7 '00, 9, and 11 A. M. 15, 3, 45, 65, and 85 P. M.
ON SUNDAYS,
Leave Philadelphia 8 A. M., 5 '30 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 9, 75, 9, and 11 '05 A. M. 15, 3, 45, 55, 65, 95, and 11 P. M.
Leave Manyunk 6 '10, 75, 8 '20, 95, and 11 A. M. 2 25, 55, 65, 98, and 105 P. M.
Leave Manyunk 6 '10, 75, 8 '20, 95, and 11 A. M. 2 25, 55, 65, 98, and 105 P. M.
Leave Manyunk 7 A. M. 25 and 7 P. M.
Leave Manyunk 7 A. M. 25 and 7 P. M.
Leave Manyunk 7 A. M. 6 and 9 P. M.
W. S. WILSON, General Superintendent, 30
Depot, NINTH and GREEN Streets,

1867.—PHILADELPHIA AND ERIE RAIL-Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the great Oil Regions of Pennsylvania. It has been leased and is operated by the Pennsylvania Rail-road Conveny.

been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADEL

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 190 P. M.; Elmira Mail, 5 40 P. M.

Leave Westward—Erie Mail, 720 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 408 P. M.

Leave New York at 5 P. M., arrive at Erie 408 P. M.

Leave Erie at 5 500 P. M., arrive at New York 215 P. M.

Leave Erie at 10-25 A. M., arrive at New York 10-10 Leave Eric at 10 25 A. M., arrive at New York 10 10 Elegant Sleeping Cars on all the night trains,

For information respecting passenger business, ipply at corner THIRTIETH and MARKET Streets, Philadelphia.
And for Ireight business, of the Company's Agents.
S. B. Kingston, Jr., corner THIRTEENTH and
MARKET Streets, Philadelphia; J. W. Reynold.
Erie; William Brown, Agent N. C. R. R., Baltimore,
H. H. HOUSTON, General Freight Agent, Phila,
H. W. WYNNER, General Ticket Agent, Phila,
A. L. TYLER General Sup., Erio. 11

RAILROAD LINES.

ORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE ROUTE.—Shortest and snott direct route to Rethiehem, Allentown, Mauch Chunk, Hazeiton, White Haven, Wilkesbarre, Maksanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKB and AMERICAN Streets.

SUMMER ABRANGEMENT.

NINE DAILY TRAINS.

On and sher WEDNENDAY, May 8, 1887, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows—A178 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Kallroad, connecting at Bethlehem with Lehigh Valley Kallroad, connecting at Bethlehem with Lehigh Valley Kallroad, connecting at Bethlehem with Lehigh, Valley Kallroad, with Lehigh and Wyoming valleys, also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catanawass Ballroad, for Ropert, Danville, Milton, and Williamsport, Arrive at Msuch Chunk at 12°5 * A. M.; at Wilkesbarre at 2 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 17.55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8 6 A. M.—Accommodation for Doylestown, Atop-York.
At 8-6 A, M.—Accommedation for Doylestown, atopping at all intermediate stations. Fassengers for Willow Grove, Hatboro, and Hartaville, by this train, take the stage at Old York road.
At 10-15 A, M.—Accommodation for Fort Washington, stopping at intermediate stations.
At 12 P. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

Passengers for Greenville take this train to Quaker-town.

At 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for sumneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatbore, and Hartsville, take stage at Abingt n: for Lumberville at Doylestown.

At 8 20 P. M.—Through accommodation for Bethlebem and all stations on main line of North Pennsylvania Ralirond, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

ping at all intermediate stations.
At 11'30 P. M.—Accommodation for Fort Wash-At 17:50 F. M.—Accommodation for Fort washington.

TRAINS ABRIVE IN PHILADELPHIA.

From Bethlehem, at 9:15 A. M., 205 and 8:40 P. M. 205 P. M. train makes direct connection with Lebigh Valley trains from Eanton, Wilkesbarre, Mahanop City, and Hazleton. Fassengers leaving Eanton at 11:20 A. M. arrive in Philadelphia at 2:55 F. M. Passengers leave Wilkesbarre at 1:55 F. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphia at 8:40 P. M. at 8:40 P. M.

From Doylestown at 8:25 A. M., 5:10 P. M., and

From Doylestown at 825 A. M., 510 P. M., and 740 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 305 P. M.
Prim Fort Washington at 1150 A. M. and 305 P. M.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 145 P. M.
Doylestown to Philadelphia at 730 A. M.
Bethlehem to Philadelphia at 730 A. M.
Bethlehem to Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage
Express Office,

118
No. 105 S. FIFTH Street.

DHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE. SUMMER TIME TABLE.

Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, and the Great
Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains.
On and after MONDAY, April 29, 1867, the trains on
the Philadelphia and Erie Railroad will run as
follows:—

WESTWARD.

Mail Train leaves Philadelphia...

"leaves Williamsport...

"arrives at Erie...

"leaves Williamsport...

"arrives at Erie...

"arrives at Erie...

Elmira Mail leaves Philadelphia...

"arrives at Erie...

Elmira Mail leaves Philadelphia...

"arrives at Lock Haven

EASTWARD. " Bariyes at Lock Haven 810 F. M.

Mail Train leaves Erie 1025 A. M.

" leaves Williamsport 10710 F. M.

" arrives at Philadelphia 700 A. M.

Erie Express leaves Erie 500 F. M.

" leaves Williamsport 425 A. M.

Erie Express leaves Erie 500 F. M.

" leaves Williamsport 500 F. M.

Elmira Mail leaves Lock Haven 715 A. M.

Elmira Mail leaves Lock Haven 715 A. M.

" arrives at Philadelphia 540 F. M.

" arrives at Philadelphia 540 F. M.

Mail and Express connect with all trains on Warrens and Franklin Railway. Fassengers leaving Philadelphia at 1200 M. arrives at Irvineton at 640 A. M. and Oil City at 950 A. M.

Leaving Philadelphia at 750 P. M., arrive at OE City at 435 P. M.

All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Fetroleum Centre. Baggage checked through.

ALFRED L. TYLER.

General Superintendent.

Vy foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, June 12, 1867.
LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and intermediate points, at 8 A. M., and 3:30 P. M.
For Woodbury, 8 A. M., 8:30 and 8 P. M.
RETURNING TRAINS LEAVE
Bridgetown at 7:05 A. M. and 3:30 P. M.
Millville at 6:55 A. M. and 3:30 P. M.
Millville at 6:55 A. M. and 3:30 P. M.
Freight will be received at Second Covered Wharf below Walnut street, from 7:30 A. M., until 5:00 P. M.
Freight received before 9:30 A. M. will go forward the same day.
Freight Delivery No. 228 S. DELAWARE A servery Freight Delivery, No. 228 S. DELAWARE Avenue.

TRAINS FOR CAPE MAY, S*00 A. M Morning Mail,
3*30 P.M. Cape May, Passenger,
RETURNING LEAVE CAPE ISLAND,
5*00 A. M. Monning Mail
12*45 P. M. Cape May Passenger,
Commutation tickets, good for ONE, THREE, or
TWELVE months, can be procured at the Office, of
the Company in Camden,
Through tickets can be procured at No. 528 Chesnut
street (under the Continental Hotel), Persons
purchasing tickets at this office can have their paggage checked at their residence by the Union Transfer Company.
6 10 WILLIAM J. SEWELL, Superintendent.

6 10 WILLIAM J. SEWELL, Superintendent.

DHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD,—Summer Arrangements. On and after SATURDAY, June 1, 1897, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Phila-delphia), at 715 A. M. and 450 P. M. Leave Rising Sun at 5 '15 and, Oxford at 6'06 A. M., and leave Oxford at 325 P. M. and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will rin on Tuesdaya and Fridaya, leaving the Rising Sun at 1115 A. M., Oxford at 1200 M., and Kennett at 1700 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 230 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 1715 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Rottom to connect at Oxford, with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 450 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only. Pussengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one bundred dollars, unless a special contract be made for the same, 5 11; HENRY WOOD, General Sup't.

FOR NEW YORK, VIA BARITAN AND DELA-WARE BAY RAILROADS,—From Ferry foot VINE Street, Philadelphia-6 P. M.—Freight for New York, and points North

e P. M.—Freight for New York, and points North or East.

11 A. M.—Way freight.
Goods delivered at Company's Depot, No. 220 M.
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.
Freight received at Pier No. 22 North River, N. Y.2 by 4:36 P. M., will be ready for delivery in Philadelphia early the following morning.
FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
Ticket Office, Vine Street Ferry.
For further information apply to Company's Agents:
For further information apply to Company's Agents:
R. H. CHIPMAN, Freight Office and Depot, No. 220 N. WHARVES, Philadelphia.
J. E. BURT, Pior No. 22 North River, foot of DUANE Street, New York.
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.
WILLIAM N. CLAYTON,
Superintendent, Red Bank, N. J.
T. BRENT SWEARINGEN
General Agent, Philadelphia.

A. ZIMMERMAN'S

HOTEL AND RESTAURANT, (LATE F. LAKEMEYER'S), N. W. COR. CARTER AND EXCHANGE STR.

PHILADELPHIA. GARDNER & FLEMING.

COACH MAKERS, NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Par-

ticular attention paid to repairing. 5 30 6m